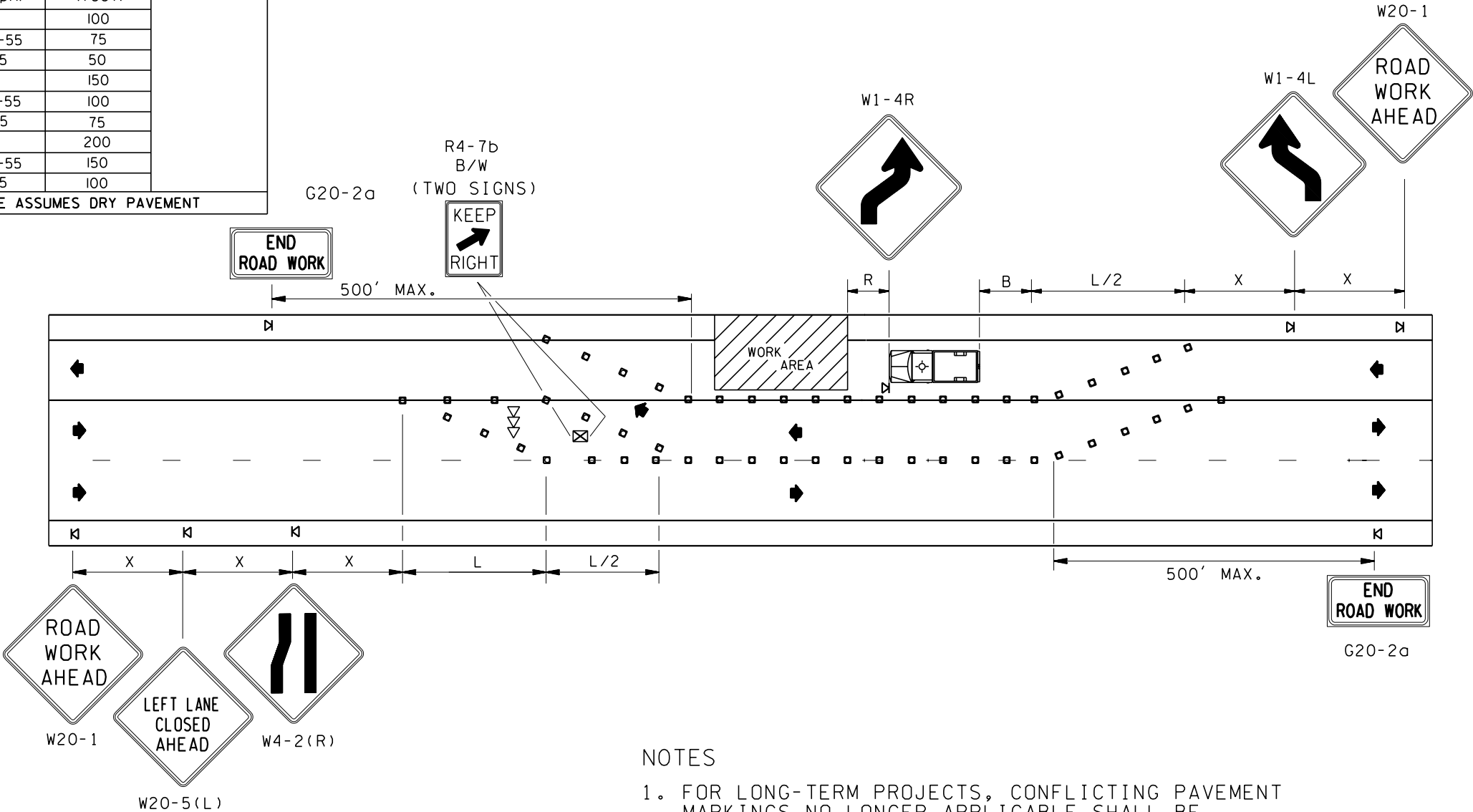


BUFFER DATA										
BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55			
LENGTH (feet)	—	—	—	170	220	280	335			
PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R										
VEHICLE TYPE	TYPICAL VEHICLE LOADED WEIGHT (LBS)			POSTED SPEED (mph)		STATIONARY OPERATION (feet)				
4 YARD DUMP TRUCK	24,000					100				
				50-55		75				
				45		50				
2 TON CARGO TRUCK	15,000					150				
				50-55		100				
				45		75				
1 TON CARGO TRUCK	10,000					200				
				50-55		150				
				45		100				
ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT										

MINIMUM TAPER LENGTH = L (FEET)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55			
10	105	150	205	270	450	500	550			
11	115	165	225	295	495	550	605			
12	125	180	245	320	540	600	660			

SIGN SPACING = X (FEET)		
Rural Roads	45/55 MPH	500'+-
Urban Arterials	35/40 MPH	350'+-
Urban Streets Residential Areas & Business Districts	25/30 MPH	200'+-
All signs are black on orange unless otherwise designated.		

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/60	40	80
35/45	30	60
25/30	20	40



LEGEND

- ☒ SIGN LOCATION-PORTABLE MOUNT
- ☒ SIGN LOCATION-TRIPOD MOUNT
- ☒ SEQUENTIAL ARROW SIGN
- ☒ TEMPORARY TRAFFIC CONTROL DEVICES
- ☒ PROTECTIVE VEHICLE (WHEN SPECIFIED IN CONTRACT)
- ☒ PROTECTIVE VEHICLE WITH TRUCK MOUNTED ATTENUATOR (WHEN SPECIFIED IN CONTRACT FOR HIGH SPEED ROADWAYS)

NOTES

- FOR LONG-TERM PROJECTS, CONFLICTING PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE. TEMPORARY MARKINGS SHALL BE USED AS NECESSARY AND SIGNS SHALL BE POST MOUNTED.
- STEADY BURNING WARNING LIGHTS (TYPE C, MUTCD) SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT AS NEEDED.
- IF THE LANE SHIFT IS SHORT AND HAS SHARP CURVES (30 MPH OR LESS) USE SIGN W1-3 IN LIEU OF SIGN W1-4.



LANE SHIFT  
THREE LANE ROADWAY  
STANDARD PLAN K-18

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Harold J. Peterfeso

12-20-02

STATE DESIGN ENGINEER

DATE



Washington State Department of Transportation

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.